AMORY FIRES OFF FIGURES.

GOING TO GET METROPOLITAN STEAL" UP TO \$30,000,000.

Appounces That One Road Was Built Three Times, One Four; That \$500,000 a Mile Was Paid for New Rails, &c. Philbin Has Asked for an Explanation.

In his action for criminal libel against H. H. Vreeland, the hearing of which was resumed before Magistrate Barlow in the Special Sessions court room yesterday afternoon, William N. Amory was submitted to a redirect examination. The questions put to him by his attorney were intended o bring out testimony to show that Amory was justified by the facts in saying that the Metropolitan Street Railway Company has been grossly mismanaged and that large sums of money have been stolen from its

Amory sought to justify these statements by referring to the company's reports to the Railroad Commissioners since ports to the railroad commissioners since 1886. Referring to these reports, Amory sid, for instance, that they showed that the company had spent, all told, for construction \$35,000,000 But, he said, the company's balance sheet showed that the amount of cash actually paid out was only \$5,000,000. From this, the witness thought he was justified in saying that somebody had stolen \$10,000,000.

As another sample, Amory said, he found that the company had reported to the

As another sample, Amory said, he found that the company had reported to the Railroad Commission in 1898 that the cost of completed construction and equipment of the Second avenue line was \$1,933,171.47. In its report to the commission two years later, Amory said that the cost of complete construction and equipment of this

later, Amory said that the cost of complete construction and equipment of this line was given as \$4,329,390.02

Eugene A. Philbin, who was retained by Henry J. Braker, a Metropolitan stockholder only since March 18, when he acquired 100 shares of the stock, to see if a civil suit against the company could be based on Amory's charges, was in court for the first time since the case has been on. He sat at the counsel table with Amory's lawyers. After the hearing he said that his experts had found such discrepancies in the public reports of the company that he had sent a written request to President Vreeland for an explanation. He said he believed the explanation would be furnished cheerfully. nished cheerfully.

"If it is not," said Mr. Philbin, "I shall have to decide what course to recommend

ear. 2,644

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A few days ago Mr. Philbin said that if such an explanation as might be asked for was refused he would be obliged to get a

such an explanation as might be asked for was refused he would be obliged to get a court order to examine the company's books. He would not go into particulars vesterday regarding the discrepancies that he wanted explained, but it is understood that he referred to those matters regarding which Amory testified yesterday.

In answer to questions asked, it was stated, for the purpose of showing that Amory has visible means of support and is not a raider for revenue only, Amory said that he owns the house in which he lives at 127 East Sixty-second street, and that in 1898 and 1899 he made \$40,000 by the sale of the franchises of the Jerome Park Railroad and the Fifth avenue stage line. He also said that he had told Philbin and Braker that his only object in stirring up a rumpus about the Metropolitan company was to have the rascals in the present management turned out, after they had returned the millions they had stolen from the company, and to have honest men put in control of the corporation.

Q. Now I want to know why you said there'd been tremendous stealings and that accounts

Q. Now I want to know why you said there'd been tremendous stealings and that accounts had been falsified to the extent of millions of dollars? A. Because I knew it to be true. Mr. Amory was enumerating at length what he considers suspicious things in the report (and what Accountant Stephen Little does not) and was talking about the cars bought in 1900 for the Second avenue line when Mr. Nicoll arose and said:

"Now, if the Court pleases, it seems to me that all this is mere chicken feed. Why bother the Court with little things like this? Hertle said we had stolen \$18,000,000. That was worth while; but I don't see any sensations in all this."

"Yes," rejoined Mr. Amory's attorney. "Hertle said you stole \$18,000,000, but before we've done we'll show you have stolen \$30,000,000."

Mr. Amory continued to pick out apparent discrepancies in reports made by the company to the Railroad Commission during a series of years. He stated, for instance, that the company in 1900 reported the construction of an underground trolley from Thirty-fourth street to Forty-second street along Tenth avenue. He said that according to the reports this same piece of road was all built over again in the years 1901 and 1902. According to the reports, he said, this piece of road cost

the reports, he said, this piece of road cost \$2,516,617. "But," said the witness, "President Vree-nd made affidavit that the total cost of and made affidavit that this road was \$450,000."

land made affidavit that the total cost of this road was \$450,000."

Q. Do you know anything about the Twenty-third street crosstown line? A. I do. The reports of the company show that it was built four times, at a total cost of \$1.523,329.88, or at an average cost of \$471,144 a mile for the two miles of road.

Q. What do you find in the reports about the Forty-second and Grand street road? A The company's reports to the Railroad Commission in 1900 and 1901 state that electric work was done on that line, when, as a matter of fact, no work was done at all.

Q. How about the Thirty-fourth street crosstown line? A. The reports show that the new and heavier rails put down on that line cost at the rate of \$500,000 a mile. Work of an exactly similar character on the Fourteenth street line, when that road was managed by a board of directors other than that of the Metropolitan company, was done at the rate of \$10,181.

Q. What did you discover. A. In the report for 1901, a total amount of \$22,201,902.39 charsed to construction account, is disributed among the owned and leased lines of the company. In the report of 1902 this amount was distributed under fourteen heads. Under one of these heads, a charge was made for engineering work, the total of which showed that the company paid for the work of its engineers at the rate of \$38,000 a mile.

The witness continued with citations from the street continued with citations from the street continued with citations from the work of the engineers at the rate of \$38,000 a mile.

The witness continued with citations

from the company's reports along this line until just before a recess was taken at 7 o'clock, when Mr. Nicoll jumped up and said:
"Now, if the Court pleases, I submit that this is the limit."
"You've said that before," said Amory's

"You've said that before," said Amory's attorney.

"Yes, and I say it again," exclaimed Mr. Nicoll. "Why, the whole lot of you put together only own I'oshares of our stock, and you've only held that since March 18. We have reported to our stockholders and to the proper authorities year after year, and they have been satisfied. Now this man, one of our discharged employees, comes along with all this rubbish of figures and is going to put us in the hands of a receiver. I submit that the Court ought to fix a limit beyond which this man may not go."

At the recess for dinner, Amory continued to point out the enormous "Irregularities" in the company's reports, dwelling at much length on the apparent discrepancies between the reports made to the Railroad Commission in 1902 and the report made by the company to the Stock Exchange when it applied for a listing of a new issue of bonds. The chief point made by the witness against the company in the Stock Exchange report was that it omitted altogether from its stated liabilities the item of \$4,804,655.77, which, Amory said, the Metropolitan company owes on Third Avenue bonds.

them of \$4,804,655.77, which, Amory said, the Metropolitan company owes on Third Avenue bonds.

After Amory had finished reading off these figures, Mr. Nicoll exclaimed:

"Verily, verily, a little learning is a dangerous thing."

Amory was asked how long it had taken Amory was asked how long it had taken him to find all these discrepancies, and he replied that he had spent sixteen months at the work.

Q. And how much money have you re-ceived and from what sources during all that time? A. From the City Club, for a report it wanted, \$315; from Mr. Braker, \$75, for ex-penses to Charleston and return to see Mr. crimmins: \$4,000, raised by mortgaging my house; \$1,000 in a loan from a friend; some-laing more than \$2,000 from Mr. Talbot J. Taylor.

It was not before known that the City Club had ever been mixed up in any way with Amory, and not until last evening did any-ody know who paid Amory's expenses to Charleston. harleston. The hearing will go on this afternoon and N. Y. CENTRAL ELECTION.

Directors Boolected—E. V. W. Beesite Takes the Place of the Late S. D. Babcock ALBANY, April 18.—The annual meeting of the stockholders of the New York Central and Hudson River Railroad Company for the election of directors, &c., was held to-day at the Union Station. The stock represented was about \$89,000,000, being somewhat more than two-thirds of the entire capital, which is \$132,250,000. The following were elected directors: William K. Vander-bilt, Frederick W. Vanderbilt, Chauncey M. Depew, Samuel F. Barger, J. Pierpont Morgan, Hamilton McK. Twombly, William H. Newman, Charles C., Clarke, William Bliss George S. Bowdoin, William Rockefeller Darius O. Mills and Edward V. W. Rossiter

Darius O. Mills and Edward V. W. Rossiter. The only change in the board was the election of Mr. Rossiter to fill the vacancy caused by the death within the past year of Samuel D. Baboock, of New York.

Senator Depew, who is chairman of the board, and who voted the American proxies; President Newman, and Temple Bowdoin, of the firm of J. P. Morgan & Co., who voted the English proxies, came to Albany on a special car for the meeting and returned to New York at 1:15.

Annual meetings were also held for the West Shore Railroad Company and the Mohawk & Malone Railway Company. As these companies are entirely owned by the Central-Hudson company, the elections were largely a formality. The boards elected are the same as last year, except that in the West Shore E. V. W. Rossiter takes the place of Samuel E. Williamson, who died during the past year, and in the Mohawk & Malone W. C. Brown takes Mr. Williamson's place.

No other business was transacted.

GOSSIP OF WALL STREET.

Floor observers said the selling after 2:15 o'clock was better than the buying in almost every direction. "Delivery time," for some psychological reason, is the critical period of a stock market session, and traders attach a great deal of momentary importance to the character of trading after 2:15 o'clock. A decline beginning then is thought to presage a weak closing, and a weak closing on those terms to presage a weak opening the next day. The rule is not infallible, but its percentage is very high. Yesterday's decline began at "delivery time" and continued right up to

Profit taking on stocks bought in the sessions of Monday and Tuesday was the most general feature of the market yesterday. The dispo-sition to operate for a further advance was cooled thereby. Stocks were found for sale on any advance. The Gates crowd was believed to be realizing heavily in various quar-ters. Its position on the market is thought to be merely a trading one. The commissio house demand for stocks was rather disappointing. Brokers are encouraging conservative purchases, but outside interest is slew to respond. Chicago is still bearish on the speculative situation.

for stocks in the loan crowd last night, espe-cially for Amalgamated Copper, Pennsyl-vanis, St. Paul and Missouri Pacific. The short interest was thought to have been heav-ily increased during the last hour. Traders made note of the fact that the demand for Standard Oil stocks, so-called, was particu larly insistent. There was a brisk inquiry for Leather common, but it was suspected that the stock was being borrowed for speculative effect. The average loaning rate was 414 per

Arbitrage transactions amounted to only about 12,000 shares, with purchases and sales nearly balancing. The sharp decline in arbitrage dealings from Tuesday's record was explained by the fact that yesterday was "first making-up" day for the settlement in London, and those who bought stocks lost interest on them. The 2 o'clock London quotations averaged alightly higher than. New York parity, but without being backed up by arbitrage buying their influence on this market was limited. Foreign houses continued yesterday to buy Atchison. Arbitrage transactions amounted to only

The difference between the cost of raw and refined sugar is now larger than at any previous time in two years, amounting to more than \$1.00 a barrel. A short time ago it was only 65 cents a barrel. The opening of the spring trade, now at hand, is usually made the occasion for bulling Sugar stock. That is the time, as Cammack used to say, all of the minor companies and railway when things are full of acid and every n spoon is in the sugar bowl. The speculative position of the stock is uncertain. The Wormsers appear to be bulling it in a tentative fashion. Trading interest in it is rather

Board members are discussing the advisability of having several news tickers on the floor of the new Stock Exchange, Brokers who spend all of their time in the room have no difficulty in keeping up with gossip and rumors, for a great deal of the gossip and many of the rumors originate on the floor, but for actual news developments they depend upon the telephone. It frequently happens on that account that the room is put at a temporary disadvantage, getting important news second-hand, somegetting important news score-hand, some-times garbled and always in the briefest possible form. The trading element is par-ticularly favorable to the idea of having news tickers on the floor, but some of the oldline brokers think it is too great an innova-tion and suggest that the instruments ought to go in the basement. The argument of those who favor the departure is that brokers in the room should know what is going on outside and have the same facilities of in-formation that any brokerage office is pro-vided with.

Leather common had a large volume above
14 and was sold short by traders who recalled how several previous bullish demonstrations in the stock had ended. There was
evident realizing by some of the bull interests, but whether the original bull party
was getting out could hardly be determined.
On the early advance Harris, Gates & Co. was getting out could hardly be determined. On the early advance Harris, Gates & Co., McIntyre & Marshall, Pearl & Co., Halsted & Hodges and Knoblauch were prominent buyers. Harris, Gates & Co. bulled the stock once before, as many traders around the Street have reason to remember. Wolf Bros., Ladenburg. Thalmann & Co. and I. H. Waggoner sold heavily at 14% and 14%. The stock's volume yesterday, however, did not begin to offset the apparent accumulation since the movement started. Dominick & Williams alone are said to have taken 30,000 shares on the advance. The stock is still being bulled by several conservative houses. The room crowd is sceptical and has been resisting the rise.

St. Paul was pressed for sale rather too freely yesterday, the specialists thought, and the weakness of the stock at intervals during the session, particularly in the last hour, had an unfavorable effect on trading sentiment. There seemed at all times to be plenty of it for sale, especially on the advance to the extreme high price of 161. It was said yesterextreme high price of 161. It was said yester-day that interests that bought St. Paul heavily for short account in Tuesday's session got the stock so easily that they determined to put it out again on any little bulge. They were supposed yesterday to be putting it out. Clark, Dodge & Co., Harry Content and Harris, Gates & Co. were heavy sellers in the

It was persistently rumored during the day that favorable news would be forth-coming from Washington. The nature of it was not indicated, but everybody supposed it would bear upon the Northern Securities situation. Houses having private correspondents at the capital telegraphed the rumor to them for investigation. The correspondents wired back that there was nothing they knew of, favorable or other, likely to come from the Attorney-General's office.

A judgment for \$57,950 was entered yes-terday against James Converse in favor of H. G. Campbell & Co., formerly bankers at If Wall street, on a note for \$52,197 made by Mr. Converse on June 17, 1901.

A meeting of the creditors of the Ledger Publishing Company of 225 Fourth avenue was held yesterday. A committee of three was chosen to proceed either for a sale or a reorganization of the company as may be devided. The liabilities are about \$23,000. **NORTHERN SECURITIES DECREE**

GOVERNMENT OPPOSES MODIFI-CATION; COURT MAY GRANT IT.

Company Will Seek Authority to Pay Div dends and Vote Stock Pending Ap-peal—Break in the Stock on News Government Opposition to Stay.

Washington, April 15.—In the expectation that the Northern Securities Company would make an application to the Sixth Circuit Court for a suspension of the injunction restraining the company from continuing its operations pending the final decision of the Government's suit against it by the Supreme Court, Attorney-General Knox, soon after the judgment was handed down at St. Paul, instructed the United States District Attorney there to oppose any modification of the decree. The Department of Justice has not yet been informed that the Securities company has applied to the court for a suspension, but the District Attorney is prepared to act

the District Attorney is prepared to act promptly in opposition in case the application should be made.

Notice has not yet been served on the Department of Justice of the reported intention of the Securities company, but the Department presumes that such a step will be taken. The Circuit Court has the power to grant or reject an application for modification of the decree against the Securities company, and the Government, as represented by the Department of Justice, has no jurisdiction in the matter. In this instance the Government is simply a party to the cause, and as such has a right to oppose any modification of the decree in favor of the other party. This opposition, however, the court may hold to be not well founded, and may grant the modification prayed for by the defendant company.

The provisional instructions which were pany.

The provisional instructions which were

several days ago direct him to oppose suspension of any part of the court's judgment, no matter what considerations may be urged by counsel for the Securities company in favor of the modification.

Despite the reports from Washington it was said yesterday that the officers of the Northern Securities Company understand that the court will entertain an application to have the appeal act as a stay, where the decree forbids the payment of dividends and the voting of the shares of the subsidiary companies. A quorum of the directors of the Great Northern Railway, it was stated, is now in St. Paul and will take action probably in a few days on the preferred dividend which, it is understood, will be at the usual rate. It was also said that a meeting of the Northern Pacific directors would be called, probably for next week, to act on that company's dividend.

dividend.

John W. Griggs returned yesterday from
Washington, where he went representing
the Northern Securities Company. He is the Northern Securities Company. He is reported to have notified the Government that the company will ask on appeal that the decree in the United States Circuit Court of Appeals handed down in St. Paul last Thursday be modified. Mr. Griggs left this city for Lakewood without making left this city for Lakewood without making any statement for publication.

The report from Washington that the Government will oppose the modification of the decree caused a great deal of talk in Wall Street, and in the afternoon dealings in the Broad street curb market there was a sharp break in the price of Northern Securities shares. These shares, which earlier in the day had sold as high as 97%, declined to 96%, which was the closing price.

U. S. Steel Consolidation Report Denied. An officer of the United States Steel Corporation denied absolutely the report from Pitteburg yesterday thas as a result of the Northern Securities decision the Steel Corporation was considering the merging of all subsidiary companies, mines, furnaces, railroads and steamships into the single ownership and operation of the parent company.

LEHIGH VALLEY MERGER. All of the Subsidiary Lines Ordered United

With the Parent System. PHILADELPHIA, April 15.—The merger of lines owned by the Lehigh Valley Railroa Company in northern New Jeresy and southern New York was ordered here today at a meeting of the Lehigh Valley

Railroad directors, at which President E. B. Thomas presided. The merger of the New Jersey companies was authorized at the session of the Legiswas authorized at the session of the Legislature which has just adjourned. The merger of the New York companies can be accomplished without any legislation.

The New York companies which are to be merged with the parent company are: The Seneca County Railway Company, the Rochester Southern Railway Company, the Depau and Tonawanda Railway Company, the Waverly and State Line Railway Company, and the Lehigh Railway Company.

Company and the Lehigh Hallway Com-pany.

The New Jersey roads which are to be merged are: The Easton and Amboy Railroad, the Perth Amboy Railroad, the Greenville and Hudson Railroad, the Le-high Valley Terminal Railway Company, the Middletown Railway Company and the Pittstown Branch Railway Company.

These include all of the Lehigh Valley's subsidary lines in New Jersey and New York.

QUITS THE WOOL BUSINESS.

Lee, Tweedy & Co., Famous Dry Goods Firm, Sells Out Its Woollen Stock. Lee, Tweedy & Co. of 86-88 Worth street. which for sixty years has been one of the leading wholesale firms dealing in woollen and cotton goods in this country, sold its to H. B. Claffin Co. George R. Pond made the sale for the firm. He said that they would continue in the cotton goods

they would continue in the certain goods business.

The house was founded by William H. Lee and J. A. Tweedy. Mr. Lee died six years ago and Mr. Tweedy retired three years ago. The firm was then reorganized with Charles Lee, Fred. H. Lee, R. Lee and George R. Pond as members.

Mr. Lee denied a rumor which was current in the dry goods trade yesterday that the firm would soon dispose of its cotton goods and go out of business.

Transfer of Government Deposits. Public deposits amounting to something like \$2,000,000 have been transferred from the National City Bank of this city to the Riggs National Bank of Washington, D. C. Riggs National Bank of Washington, D. C. Interests connected with the National City Bank are understood to be now largely interested in the Riggs bank. The loss in Government deposits which was disclosed by last Saturday's statement of averages of the New York Associated Banks is explained by this transfer.

FINANCIAL NOTES.

Charles G. Gates of Harris, Gates & Co. is going into the Cotton Exchange.

The United States Leather Company has acquired a tract of oak timber land near Brunswick, Ga., and will erect a big tannery.

When the directorate of the Thompson-Starret Construction Company is reorganized as a result of an increase in capital stock it will contain representatives of the Title Guarantee and Trust Company.

Despatches from St. Paul yesterday said that the friction between the Northern Pacific and the "Soo" over terminal properties in that city had been anded. According to the despatches, the Northern Pacific will sell to the "Soo" a strip of land which the latter needs, while the "Soo" will allow room to the Northern Pacific for an additional track to the tunnal which it is said they may jointly construct and operate.

Samuel Spencer, president of the Southern Railway, has been elected a director of the Mercantile National Bank, has been elected a director of the Bowling Green Trust Company, friederick B. Schenok, president of the Mercantile National Bank, has been elected a director of the Bowling Green Trust Company, to fill the vacancy caused by the death of Gen. Samuel Thomas.

PAINES BRANCHES CLOSED. Offices of the New York Broker in Various Cities Ordered Shut.

Boston, April 15 .- The Boston branch of J. Overton Paine & Co., brokers, of New York, at the corner of Kilby street and Exchange place, has been closed. It is learned that the concern has closed all its branches, situated in Worcester, Philadelphia, Baltimore and elsewhere. Wor cester people, who are said to have invested money through the company to the extent of nearly \$20,000, were advised by the local of nearly \$20,000, were advised by the local manager to place their accounts with other brokers. They have followed this advice and these brokers have since been in communication with the Paine New York house. One of the brokers wished to close his customers accounts, but says that no money could be paid him because Mr. Paine has been absent from New York for some time.

The office of J. Overton Paine & Co. at The office of J. Overton Paine & Co. at 55 Broadway is still open, but is to let after May 1. The last time J. Overton Paine's movements were chronicled he was in Chicago, where he gave out a long interview on the injustice that had been done him by the printed reports of a lawsuit.

SUGAR GOES HIGHER.

Advance Construed as Reflecting Improved Trade Conditions.

Following an advance in refined sugar prices made late on Tuesday of 5 cents a hundred pounds Arbuckle Bros. yestera hundred pounds Arbuckle Bros. yesterday morning made an another advance of
the same amount. The American Sugar
Refining Company and the National Sugar
Refining Company also advanced their
prices 5 cents a hundred pounds. This
makes the present schedule for refined
sugars in the local market 4.70 cents a
pound net for granulated quoted by the
American Sugar Refining Company and
Arbuckle Bros. and 4.65 cents a pound
net by the National Sugar Refining Company.

pany.

The advances are construed in the trade The advances are construed in the trade as reflecting improved conditions generally. The expected heavy spring trade is beginning to materialize in good proportions, so no incentive exists for rate cutting. The improvement has extended outside the local market. Arbuckle Bros. yesterday advanced their rates for Ohio and West Virginia territory 5 cents a hundred pounds, and an advance of the same amount was also made at New Orleans and at Missouri River points by the American Sugar Refining Company.

Copper Dividend Probably the Same. The directors of the Amalgamated Copper Company meet to-day to act on the quarterly dividend. In quarters which should have the best information, no change is looked for. Since the great collapse in the copper market, something over a year ago, the quarterly dividend rate upon Amalgamated Copper stock has been one-half of 1 per cent. Originally the company paid quarterly dividends of 1½ per cent. regular and one-half of 1 per cent. extra, or a total of 8 per cent. yearly.

HOTELS AND RESTAURANTS

TRAVELLERS' INFORMATION. HOTEL and RESORT Booklets Gratis.
N. Y. OFFICE, 3 Park Place. Tel. 9050 Cortlands.
Adirondacks (Lake Massaweple: Fine Childwold
family hotel. Booklets.
Adirondack (Lake Placid). Golf. Whiteface Inn Atlantic City American & European plans. Rudolf Atlantic City Booking office, 3 Park Place.

Atlantic City Booking office, 3 Park Place. Agnew Salt Water Swimming Pool.

Atlantic City Booking office, 3 Park Place. Agnew Salt Water Swimming Pool.

Atlantic City Booking office, 3 Park Place. Agnew Salt Water Swimming Pool.

On Boardwalk. Sea-Dunlop On Boardwalk. Sea-Dunlop Sea Water Baths. Sun Parior.

Atlantic City Ve. Ave. A.P.\$5 up. \$17 Wittehire Weekly up. \$5. Phoebus Parior.

Baltimore Md. H. P. \$1.50 and up. Hotel Rennert P. A. O'Connor, Mgr.

Baston Mass. Back Bay. A. P. Hotel Vendome Baltimore Md. H. P. 81.50 and up. Hotel Rennert
Boston Mass. Back Bay. A. P. Hotel Vendome
Conveniently lecated.

Beston Ruropean Amer. Plans Hotel Brunswick
Brocklyn N. F. P. 81 up.
Brocklyn N. F. P. 81 up.
Cincinnati Ohio. A. E. P. Grand Hotel.
E. P. M. 50 up. | Gibson House.
Garden City L. L. Opens. Garden City Hotel
Mew Orleans Le. A. & P. New St. Charles
Fireproof.
Poland Spring Me. World-Poland Spring Mes.
Rockland Me. Second Season The Samoset
Opens June 20th.
Ution N. T. Leading Hotel.
White MTS.
Maplewood Herel
Maplewood Collage op June 15
Seenle centre of mountains.
Maplewood Herel
St. Suppression of City More

Maplewood Hotel
opens July 8, 1903.
Sup'rGelf links.Off.147Sum'er
St.,Boston.LeonH.Cilley,Mgr.
Washington D.C. A. & P. Fire The Shoreham
proof. J.T.DeVINE
Baden Baden Select. Favorite Hotel Messmer Baden Baden Select. Favorite Motel Messmer hotel of Americans.

Dresden Unique position on Hotel Believue Elbe. Very select.

Hanover Leading English and American house.

Edinburgh Patronized by the SaPrincesSt Citizens. Citizens.

London. Facing Kensington Palace De Vere Hti Lift. 100 rooms. AP. 52. 50 up

Edinburgh Patronized by the MACGREGOR'S Citizens.

London. Facing Kensington Palace De Vere Hti Lift. 100 rooms. AP. 52. 50 up

Edinburgh Patronized by the MACGREGOR'S Citizens.

Edinburgh Patronized by the Cranston's, Waverly, Southampton Row, High class. Cranston's, Kenilw'h, Gt. Russell St. Central, 350 r'ms Paris France, F. SCHOFIELD, Prop. Hotel d'Iena
Paris Opp. Tulleries, A. P. 32 up. Hotels St. James
E. P. 75c. up. With bath \$2 up. Hotels St. James
E. P. 75c. up. With bath \$2 up. Hotels St. James
Paris RueArcade (Madeleine) A P32.5oup The Bedford
Rathroom suites. Garden Liebers

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Freight and passenper steamers sail from Pier
26, N. R., foot Feach at, every week day at 3 P. M.
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ATLANTIC TRANSPORT LINE.

H. B. WALKER, Vice-President & Trame Manager.

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NEW YORK — LONDON DIRECT.

Minnehaha Apr. 18. 10AM | Minnetonka May 2.8A.M.

Manitou... Apr. 25. 9 A.M. | Minneapoils. May 6.4P.M.

New York—London via Southampton.

MENOMINER. May 22. 9 A. M.

MARQUETTE ... May 22. 9 A. M.

MANITOU... June 6. 9 A. M.

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FITTED WITH EVERY CONVENIENCE ALL

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FIRST CABIN PASSENGERS CARRIED FROM

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FOR RATES, ETC., APPLY TO 1 BROADWAY.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON. Pulla....Apr. 22, 10 A.M. New Yor k. May 6, 10 A.M. St. Paul..Apr. 29, 10 A.M. Phila... May 18, 10 A.M. RED STAR LINE.

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 Tons. NEW YORK-ROTTERDAM via BOULOGNE, Salling Wednesday at 10 A. M.

Statendam Apr. 22 Rotterdam May 18
Ryndam Apr. 22 Potadam May 20
Roordam May 6 Statendam May 27
Holland-America Line, 39 Broadway, N. 7. WHITE STAR LINE.

NEW YORK QUEENSTOWN LIVERPOOL.

Canadian, Apr. 21, 1 P.M. | Cedric ... Apr. 24, 3 P.M.

Germanic ... Apr. 22, noon | Celtic ... Apr. 27, 7 A.M.

Pier 46, North River ... Office Broadway, New York.

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Hamburg-American. For PLYMOUTH—CHERBOURG—HAMBURG.
Twin-Serew Express and Passenger Service.
Molike. Apr. 16, 8 A. M. Bluecher. Apr. 50, 9 A. M.
Penn... April 18, 9 A.M. Deutschland. May 7, 2P. M.
A.Victoria. Apr. 23, 10 A.M.
Patricia Apr. 25, 4 P.M. P. Bismarck. May 14, 10 AM S. S. Deutschland.

Record Voyage, 5 days 7 hours 35 min.
SAILS MAY 7, JUNE 4, JULY 2, SEPT. 15.
MEDITERRANEAM SEPVICE.
NEW YORK—NAPILES—GENOA
Palatia...Apr. 21, 2 P. M. | Phonicia. May 7, 2 P. M.
Ravenna.
'Ravenna belongs to Nav. Co. 'I talla...
'Ravenna belongs to Nav. Co. 'I talla...
Offices, 35 & 57 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.

ronprinz Apr. 18,9 A.M. | Kalser ... May 19, 10 A.M. | Wim. I. .. Apr. 28, 4 P.M. | K. Wm. II. .. May 28, 4 P.M. | Kronprinz June 9, 8 P.M. | OFLRICHS & CO., 5 BROADWAY, N. Y. DOMINION LINE PAST TWIN-

Hoston—Queenstewn—Liverpoel.
Mayflower (new).Apr. 22 | Mayflower one May 21 | Mayflower one one of the Mayflow and low rates.

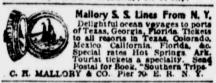
Montreal—Liverpool—Short sea passage.

Canada. May 9 Dominion. May 23

Kensington May 16 Southwalk May 30

BOSTON Mediterranean SERVICE.

Azores, Gibraltar, Naples, Genoa.
VANCOUVER....Apr. 22, June 6, July 18, Aug. 29
CAMBROMAN....May 2, June 20, Aug. 8, Sept. 19
12 to class, 860 upward; 2d class, 860.
For plans, &c... address Dominion Line, Boston, or EDWIN H. LOW, Gen. Agt., 1123 Broadway, N. Y. JAPAN-CHINA, Hawaii and Philippine Islands.



CUNARD LINE TO LIVERPOOL From Pier 31, North River.

Ivarnia...Apr. 18, 10 A.M. * Aurania. Apr. 28, 4 P.M.

Etruria...Apr. 25, 2 P.M. Campa a.May 2, 9:30 A.M.

VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

BOSTON AND POINTS IN
NEW ENGLAND.

FALL RIVER LINE, via Newport and Fail River.
Leave Pier 19, N. R., foot Warren St., week days
only, at 5:50 P. M. Steamers PRISCILLA and
PILGRIM. Orchestra on cach.
STONINGTON LINE, via Stonington. Lve. Pier 40,
N. R., fi. Clarkson St., week days only, at 6:50 P. M.
Steamers MAINE and NEW HAMPSHIRE.
NORWITH LINE, via New London. Lve. Pier 40,
N. R., fi. Clarkson St., week days only, at 5:50 P. M.
Stra. RICHARD PECK and RHODE ISLAND.
NEW HAVEN LINE, for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R., foot
Clarkson St., week days only, at 4:50 P. M. Steamer
CHESTER W. CHAPIN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catherine St.

PEOPLE'S LINE FOR ALBANY.

Steamer ADIRONDACK or DEAN RICHMOND
leaves Pier E. N. R., foot Canal St., at 6 P. M. daily
(Sundays excepted). Direct connections made with
express trains North. East and West.

EXCURSION \$2.50.

TROY BOATS "Saratoga" or "City of Troy" leave West 10th St. Pier daily 6 P. M., except Saturday. Direct railroad connections at Troy for all points. North and East. SUNDAY STEAMERS TOUCH AT ALBANY.

CATSKILL, HUDSON & COXSACKIE BOATS Leave Pier 43, M. R., every week-day, 6 P. M.

BAILBOADS

RAILROAD.

STATIONS foot of west Twenty third Street and
Desbrosses and Cortlandt Streets.

127 The leaving time from Desbrosses and
Certlandt Streets is five minutes later than
that given below for Twenty-third Street Station, except where otherwise noted.

2.55 A. M. FAST MAIL.—Limited to two Parlor
Cars and Dining Car New York to Pittsburg.
Sleeping Car Pittsburg to Chicago. No coaches
to Pittsburg. St. Louis.

1.35 P. M. CHICAGO AND ST. LOUIS EXPRESS.

-For Toledo, Nashville (via Cincinnati and Louisyille), Indianapolis, Chicago, St. Louis. Dining

ville), Indianspolis, Chicago, St. Louis. Dining Car.

5.5 P. M. ST. LOUIS EXPRESS.—For Pittaburg Indianapolis, Louisville, St. Louis. Dining Car.

For Weich, W. Va. (via Shenandosh Valley Route).

5.55 P. M. WESTERN EXPRESS.—For Chicago.

For Toledo, except Saturday. Dining Car.

7.85 P. M. PACIFIC EXPRESS.—For Pittaburg and Chicago. For Knoxville, daily, via Shenandosh Valley Route. Connects for Cleveland except Saturday.

2.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg, Cleveland and Cincinnati.

WASHINGTON AND THE SOUTH.

7.85, 8:25, 8:55 (Dining Car), 10:10 (Desbrosces and

Cars. Dining Car. and Standard Concerns on Sundays.—12:55 p. m. week-days. CAPE MAY.—12:55 p. m. week-days. For points on New York and Long Branch Rail-road (from West Twenty-third Street Station), 8:55 a. m., 12:10, 8:25, 4:35 and 11:25 p. m. week-days. Sundays, 9:25 a. m., 4:55 p. m. (from Des-brosses and Cortlandt Streets), 9:00 a. m., 12:20, 8:40, 5:10 and 11:30 p. m. week-days. Sundays, 9:45 a. m., 5:15 p. m.

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WashPier

Desprosses and Cortiandt Streets, 620, 728, 728, 828, 828, 928 (938, Penna, Limited), 10:10 (Desprosses and Cortiandt Streets, 620) (Dining Car), 138 (Dining Car), 13

Buffalo Local.

Buffalo Local.

Mauch Chunk Express.

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Mauch Chunk and Harleton Local.

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NEW YORK & HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

VIA NIABARA FALLS.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below: North and Westbound trains, except those leav-ing Grand Central Station at 8:20, 11:20 A. M., 2:45, 8:20, 8:15, 11:30 P. M., will stop at 125th st. to re-ceive passengers ten minutes after leaving Grand Station, 12d street, New York, as below:
North and Westbound trains, except those leaving Grand Central Station at \$30, 120 A. M., 2:45, 250, 2:15, 11:30 P. M., will stop at 125th st. to receive passengers ten minutes active leaving Grand Central Station.

All Southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 60, will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10

A. M.—Styphacuse Lexpress" and Nos. 36 and 60, will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10

A. M.—Styphacuse Local.—Stops at all important stations.

3.20

A. M.—Styphacuse Local.—Stops at all important stations.

3.21

A. M.—Styphacuse Train to the world. Due Buffalo 4:45, Niagars Falls 4:45 P. M.

3.25

A. M.—FAST MAIL.—2:4 hours to Chicago. Due Buffalo 4:45, Niagars Falls 8:57.

10.20

A. M.—FAST MAIL.—2:4 hours to Chicago. Due Buffalo 1:13 A. M.

11.20

A. M.—TRUTLAND EXPRESS.—Due Rutland 7:35 P. M.

12.50

P. M.—SUFFALO LIMITED.—Due Buffalo 7:35 P. M.

12.50

P. M.—SUFFALO LIMITED.—Due Buffalo 7:36 N. M., St. Louis 6:45 P. M. next day.

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BETWEEN
NEW YORK, BOSTON AND
REW FINGLAND
BOSTON AND ALBANY RAILROAD.
(New York Central and Hudson River R. R. Lasses.)
Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:
19:00 A. M., 12:10 noon, *4:70 P. M., *11:00 P. M.;
arrive at Boston at 3:30 P. M., 5:40 P. M., 10:00 P. M.,
4:15 A. M.

6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon, "4:00 P. M.,
"11:00 P. M.; arrive New York 3:30 P. M., 8:40 P. M.,
10:00 P. M.; 6:14 A. M.
Tickele at New York Central ticket offices, 415
and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Superintendent. Gen'l Pass'r Agent. **WEST SHORE** RAILROAD.

Olew Tork Central and Hudson River R. R. Lessee.)
Trains leave Franklin S. Station, New York, as
follows, and 15 min. later foot West 42d st., N. R.—
7:30 A. M.—Fer interm, points to Albany.
711:20 A. M.—(1) Saratega and Mohawk Exp.
7:25 P. M.—Coll. Lim. for Detroit, Chl. & St. Louis.
7:26 P. M.—(2) For Hudson River points & Albany.
7:26 P. M.—For Roch., Buffale, Clevel'd & Chleago.
77:26 P. M.—For Roch., Buffale, Clevel'd & Chleago.
77:26 P. M.—For Syra, Roch., Niag. Falls, Det. & Chl.
7Dally. 7Dally except Sunday. Leave Brock.
7 In M.—For Syra, Roch., Niag. Falls, Det. & Chl.
7 Dally. 7Dally except Sunday. Leave Brock.
7 In M.—For Syra, Roch., Niag. Falls, Det. & Chl.
7 Dally. 7Dally except Sunday.
8:18 P. M.—For Syra, Roch., Niag. Falls, Det. & Chl.
7 Dally. 7Dally except Sunday.
8:18 P. M.—For Syra, Roch., Niag. Falls, Det. & Chl.
7 Dally. 7Dally except Sunday.
8:18 P. M.—For Syra, Roch.
9:18 P. M.—For Roch.
9:18 P.

Sould Ferry five minutes earlier than shown indianapolis, Louisville, St. Louis. Dining Car. For Weich, W. Ve., via Shenandoah Valley Route.

Sas F. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

7.85 F. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knozville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.

7.85 F. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knozville, daily, via Shenandoah Valley Route. Connects for Cleveland except Saturday.

7.85 F. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland and Cincinnati.

WASHINGTON AND THE SOUTH.

7.85 S. 25. 525 (Dining Car), 1016 (Desbrosses and Cortlandt Streets, 1020) (Dining Car), 1035 (Dining

Lackawanna Railroad. Leave New York, foot Barciay and Caristopher Sts. 18:30 A. M.—For Binghamton and Syracuse. 19:30 A. M.—For Binghamton and Syracuse. 11:40 P. M.—For Buffalo, Chicago and St. Louis. 11:40 P. M.—For Seranton and Phymouth. 11:10 P. M.—For Regarding and Chicago. 11:10 P. M.—For Ruffalo and Chicago. 11:10 P. M.—For Chicago—Sicupers open 9 1. M.
Tekets at 118, 199, 1160 Broadway, N. Y. Exp. Fulton St., Smokkyn. Dails. 1252cont Spotage. (Should be read DAILY by all interested a changes may occur at any time.)

Foreign mails for the week ending April 18, 1903 will close (PROMPTLY in all cases) at the Genera Post Office as follows: PARCELS POST MAIRS close one hour earlier than closing time shown below. Parcels post mails for Germany close at 5 P. M. Friday. Regular and Supplementary mails close as For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.)

one hour later at Porcigo Station.)

TRANSATLANTIC MAILS.

THURSDAY—At 7A M. FOF FRANCE, SWITTEN-LAND, ITALY, SPAIN, PORTUGAL, THE KEY, EGYPT GREECE, BRITISH INDIA and LORENZO MARQUES, per steamship La Lorraine, via Havre (mail for other parie of Europe must be directed, per steamship La Lorraine).

SATURDAY.—At 5:30 A. M. for EUROPE, per steamship Kronprins Wilhelm, yia Filterious, Cherhourg and Bresner, at 6:30 A. M. for EL ROPE, per steamship lyernia, via Queenflowin at 8 A. M. for BELGHUM direct, per steamship Zeeland; at 8 A. M. for ETALE direct, per steamship Gera, (mail must be directed "per steamship direct, per steamship Furnessia").

PRINTED MATTER, ETC.—This steames takes, Printed Matter. Commercial Papers and Samples for Germany only. The same class of mail matter for other parts of Europa will not be sent by this ahip unless specially directed by her.

After the closing of the Supplementary Trans-Atlantic Mails named above, additional Supplementary Mails are opened on the wires of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer. steamers, and remain open until within Ten Minutes of the hour of saling of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA.

WEST INDIES. &C.

THURSDAY.—At 8 A. M. for CUBA. YUCATAN.

CAMPECHE. TABASCO and CHIAPAS. per steamship Esperanza (mail for other parts of Mexico must be directed "per steamship Esperanza"; at 8 A. M. for BERMUDA. per steamship Percioria: at 10:30 A. M. for BRRADOS and BRAZIL. per steamship Capit. via Maccio and Rio Janeiro (mail for Northern Brazil, Argentine, Uruguay and Paraguay must be directed per steamship Capit.) at 12 M. for SANTIAGO, per steamship Capit. via 12 M. for SANTIAGO, per steamship Capit. at 12 M. for SANTIAGO, per steamship Capit. at 11:30 A. M. for BRAZIL. per steamship Esatern Prince via Pernambuco and Santos (mail for Northern Brazil must be directed "per steamship Esatern Prince": at 12 M. for MEXICO. per steamship Matanzas, via Tampico (mail must be directed "per steamship Bastern Prince": at 12 M. for MEXICO. per steamship Matanzas.

SATURDAY.—At 8:30 A. M. (supplementary 8:30 A. M.) for PORTO RICO. CURACAO (Sevanilla and Cartagena via Curacos) and VENEZUELA per steamship Philadelphia: at 8:30 A. M. (supplementary 10:30 A. M.) for FORTUM FISLAND, HAITI, SAVAMILLA and SANTA MARTA, per steamship Philadelphia: at 8:30 A. M. for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship Allianca, via Colon (mail for Guatemala must be directed "per steamship Morre Castle, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per steamship Curityba, via Havana: at 12:30 P. M. for CUBA, per st

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.

CUBA.—By rail to Port Tampa, Pla., and thence by steamer, closes at this office daily, except Thurnday, at 55:30 A. M. (the connecting mails close here on Mondays, Wednesdays and Satur-days). Thursday, at \$6.30 A. M. (the connecting mails close here on Mondays, Wadnasdays and Saturdays). ITY.—Overland, unless specially addressed for despatch by steamer, closes at this office daily, except Sunday, at 120 P. M. and 11:30 P. M. connecting mails close here daily at 6:30 P. M. (connecting mails close here every Monday. Wednesday and Saturday).

JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Tuesday and Thursday.

MIQUELON.—By rail to Boston and thence by steamer, closes at this office daily at 6:30 P. M. SELIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 1:30 P. M. and 51:20 P. M. Sundays at 7:50 P. M. and 51:20 P. M. Sundays at 7:50 P. M. and 1:30 P. M. Sundays at 7:50 P. M. and 1:30 P. M. (connecting mail closes here Mondays at 1:30 P. M. and 1:30 P. M. Sundays at 1:30 P. M. and 1:30 P. M. Sundays at 1:30 P. M. and 1:30 P. M. Sundays at 1:30 P. M. and 1:30 P. M. Sundays at 1:30 P. M. Sundays at 1:30 P. M. and 1:30 P. M. (connecting mail closes here Tuesdays at 1:30 P. M.).

BAHAMAS (except parcels post mails).—By rail to Mismi, Florida, and thence by steamer, closes at this office at 6:20 A. M. every Wednesday. SREGISTERED MAIL closes at 6:00 P. M. Envilous Gay.

O'sew Tork Central and Hudson River R. B. Lesses, Trains leave Franklin St. Station, New York and Station P. M. Enverous Station, New York and Station, New York and Station P. M. Trains P. M. — Got P. M. Enverous Station P. M. — Got P. M. — G

PROPOSAIA.

ARMY BUILDING, WHITEHALL ST., N. Y. CITY, April 15, 1803. Sealed proposals in triplicate will be received here until 12 o'clock, naca, May 15, 1803, and then opened, for furnishing the Quartermaster's Department with fifty typewriting machines, 10 to be delivered in San Francisco, Cal., 15 in Jeffersonville, Ind., and 25 in New York, N. Y. The C. S. reserves the right to reject or accept any or all proposals or any part thereof. Blanks for bidding can be obtained at this office. Proposals abould be enclosed in sealed envelopes marked: "Proposals for Typewriting Machines, to be opened May 15, 1803," and addressed to the undersigned: Col. D. D. WHEELEI, A. Q. M. G., Derot Qr. Mr. FORT HANCOCK, N. J., March 20, 1803.—Saaled

May 15, 1903, and addressed to the understreet.

Col. D. D. WHEEL Eit, A. Q. M. G., Denot Qr. Mr.

FORT HANCOCK, N. J., March 20, 1903. Scaled separate proposals will be received until 2 P. M., April 18, 1903, for Repairing sukhead, Sand Filling, and additions to Rip-rap Wall here. Information furnished on application. U. S. receives right to accept or reject any or all proposals. Environmental and the second should be marked Proposals for Repairing stukhead, etc., addressed JOHN M. DUNN, Q. M.

U. S. ENGINEER OFFICE, Saint Augustine, Fla., Feb. 16, 1903. Proposals for Building and Equipping a Steel Hull, Stern Wheel, Combined Dredge and Snagboat will be received here until 11 A. M., April 17, 1903, and then opened. Information furnished on application. FRANCIS R. SHUNR, Capit. Eners.

U. S. ENGINEER OFFICE, New London, Conn., April 14, 1903.—Scaled proposals in triplicate for dredging in New London Harbor, New London, Conn., Will be received here until 12 noon, May 16, 1908, and then publicly opened. Information on application. CHAS. F. POWELL, Mal., Engra.

U. S. ENGINEER OFFICE, Army Building, U. S. ENGINEER OFFICE, Army Building, April 18, 1908.—Sealed proposals for dredging in Hudson River and Saugerites Harbor, N. Y. will be received here until 12 M., May 16, 1908, and then publicly opened. Information on application. AMOS STICKNEY, Col., Engrs.

BUSINESS CHANCES.

ADVERTISER wants a party as active or silent partner to join in working mining property of known richness this coming season: this is one of the best claims close to Nome. Alaska, being within 10 minutes wais of business centre; eightlich water pipes have been laid to the property and everything will be ready for immediate work: no knowledge of mining necessary; work will continue day and night for full season: party joining can act as overseer on day or night shift at going wages of 85 per day and dound; \$2,500 cash and \$1,500 out of claim will pay for 1-3 interest; banking and business houses as references. Address. J. S. WHEELER, Koom 335, Lumber Exchange, Scattle, V. ash. BUSINESS CHANCES.

A. BARGAIN—Bakery and catering business located on Fulton st., Brooklyn; established 40 years: first class trade and prices; \$3,500 will buy it. Apply to McDONALD & WIGGINS, 257 Broadway.

4,000 BUYS well-established express and trucking business, with 7 borses, 5 wagons, 2 vana. &c. For further particulars epily to McDONALD & WIGGINS, 257 Broadway. INVENTORS' UNDEVELOPED INVENTIONS made patentable without charge. PLAIN TALK free. CHAS. H. DAVIDS, Pal. Atty., 261 R'way. CASH wanted to increase established Dusinessenormous weekly profits; stand strictest investigation.

RIGGS, 41 University place.

PUBLIC NOTICES.

WANTED SHIP DRAFTSMEN Pay from \$2.00 to \$6.00 per diem. An examination will be held at the Navy Yard. Brooklyn. New York. April 24. 1903. Por application and further information address COMMANDANT, Navy Yard. Navy Yard.